

RETREADING

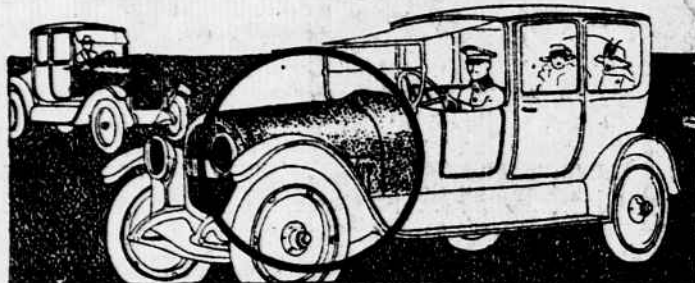
INTRODUCING THE NEW J. C. YOUNG DRY AIR METHOD

Truck Tire Retreading, Too

PRICES

Section	Cup	Non-Skid
Size	Fabric	Cord
32x3 1/2	\$4.50	\$5.00
32x3 1/4	5.00	5.50
31x4	5.50	6.00
32x4	4.00	4.50
32x4 1/2	6.50	7.00
34x4	7.00	7.50
32x4 1/2	7.50	8.00
32x4 1/4	8.50	9.00
32x4 1/2	9.00	9.50
32x4 1/4	9.50	10.00
32x5	9.50	10.00
32x5 1/2	10.00	11.00
32x5	10.50	11.50
32x6	15.00	17.00

REEBILT TIRE CO., Inc.
1623 14th St. N.W. Phone North 10384



The dull, gray film that kills the appearance of your car

--how to remove it!

As many dealers will tell you, Trade Value is 50 per cent APPEARANCE!

Aside from considerations of good grooming, or of pride, good appearance has a definite commercial value. Whether it be automobiles or big red apples, a higher value is placed on that which looks the part. Observe the apple merchant, rubbing up his wares. He knows. Furthermore, he "cashes" on his knowledge. An investment in appearance, does pay - and pays BIG!

Laboratory solves film removal!

Careful laboratory tests revealed the nature of the milky film that saps 50 per cent from the value of motor cars. And proved, that the ordinary furniture polish, or any "oily" paste or polish, was entirely inadequate for out-of-doors conditions. In fact, it was found that oil in combination with dust and atmospheric action largely contributed to the film's formation. Hence, COMMON SENSE AUTO POLISH, The Greasless Cleanser was developed; and perfected through practical tests on thousands of motor cars throughout the country. Results obtained with COMMON SENSE AUTO POLISH prove it immeasurably superior for the purpose intended; and explain why it monopolizes the sale of polish in every district where introduced.

What Common Sense is

COMMON SENSE is a non-greasy, non-sticky liquid that quickly removes the film, and restores to the finish - if any of it remains - the brilliant sparkle of the original factory luster. This, plus an absolutely Bone-dry, dust proof surface - water and weather resistant - has created a Standard of Performance. And, established COMMON SENSE, as "The Standard Auto Polish of America".

How an Investment of \$1.00 Will Add \$150.00 to the Appearance of Your Car.

The first application of Common Sense Auto Polish will add at least \$150.00 to the appearance of your car. But will cost you only \$1.00! Your nearest Druggist or Accessory Dealer has it or can get it for you, promptly. You are urged to insist on Common Sense, even if you must send direct to the Laboratory. \$1.00 will bring you a supply by return mail, postpaid. Testing Sample 12c postage. Address

COMMON SENSE MANUFACTURING CO.
4182 Olive St., Saint Louis, U. S. A.

LOOKING AHEAD FOR TROUBLE WILL GENERALLY AVOID IT

Foresight, Based on Knowledge and Experience, Declared Combination to Make Motoring More Pleasurable.

BY ALBERT N. ATKINSON.

"Some men seem to have an uncanny faculty for avoiding trouble," said a friend of mine the other day. "The driver I have now is one of them—the car is always ready when I want it. The man I had before him seemed to know as much—he certainly was just as conscientious and worked as hard—but somehow troubles would crop up from time to time to delay him or put the car out of use. My present chauffeur always has the car at the door, usually half an hour ahead of time, and the engine purrs as contentedly as a well-fed cat. It may be knack, or skill, or intuition, or something else, but it's strange that one man has it and another hasn't."

Having observed the same thing myself, many times, I have come to the conclusion that it is merely a matter of foresight, based on knowledge and experience. To take a simple explanation. A deflated tire is more apt to cause a blowout than one properly inflated. Then a man who keeps his tires pumped up is reducing the probability of trouble.

Also, the man who thoroughly understands his ignition system and knows the defects to which it is liable can avoid trouble by anticipating such derangements and taking precautions against them.

Determining Trouble.

Naturally, each trouble-hunter approaches the problem in his own way, but the general principles are the same for all. We may divide the car in convenient units for study as follows:

1. The engine, including the ignition system.

2. The electrical apparatus, other than the ignition system.

3. The mechanism, apart from the engine.

4. The tires.

The man who has a general knowledge of the most frequent troubles in these different systems, and looks over the parts from time to time, clean and adjust where necessary, and avoid trouble by anticipating it.

(1) If the engine refuses to run we have to consider the four conditions necessary to start—carburetion, ignition, compression and lubrication. Under carburetion we must determine whether the gasoline reaches the carburetor and whether the mixture is right as it enters the cylinders. Under ignition we must have a good hot spark at the right time in each cylinder. Battery troubles, leaky wires, dirty interrupter points or distributor-head, or defective spark plugs must be sought for. Under compression we look for leaks around the gasket in the cylinder-head, around the spark plugs and valve caps, and, if these are tight, we suspect a scored cylinder or defective piston rings. Under lubrication we examine the height of oil in the crank case, determine if the pump is working, and draw off some of the oil on the hand to inspect its quality.

Problem of Overheating.

If the engine runs, but misses explosions, we usually suspect the ignition system, but carburetor troubles, and, to some extent, compression troubles, may add to it. Another trouble in these different systems will be instantly shown by the motometer or by steam at the radiator cap.

(2) Under electrical troubles we have weak battery, defective starting motor or generator, short-circuits, blown fuses, and so on. Learn to watch your ammeter and interpret its readings. If the generator fails the ammeter will show it immediately. The generator should then be looked at by an expert, but you can soon learn to oil it, adjust brushes, tighten connections, etc. The care of the storage battery can be learned from any repair man or from your instruction book.

(3) The mechanism of the car gives us but little trouble if we lubricate it properly. Heavy oil or fluid grease in the gear and differential, grease in all the grease cups, which should be turned down one turn before every trip, a few drops of oil on the clutch

and brake connections, wherever there is an oil hole; these will go far toward avoiding trouble. Looking over the connections of the steering mechanism to tighten loose parts is one of the most important parts of our work. If the steering gear fails we are in danger of a serious accident. Test the brakes every time you go out by speeding up and trying first the foot brakes and then the hand brake. If you habitually go down steep hills in a gear you will not need to reline the brakes for a long time.

(4) Tire troubles are always impending and even the best of care will not always prevent them. Be sure of extra tubes and shoes, a repair kit, a good pump, and a pressure gauge. A portable vulcanizer will give good service, especially on a long trip after all your spare tubes have been punctured.

Trouble hunters (and trouble avoiders) are made, not born. The road to achievement is one of hard work, attention to detail, and much thought. But the goal is well worthy of the effort. Let your ambition be to make yourself one of those fellows "who have that uncanny faculty for avoiding trouble."

TIRES NEEDLESSLY LOST.

Many motorists completely wear out the tread on their cars before they find that the wheels do not run parallel. In the ordinary car, ten to twelve inches of an inch of tread is lost in three to six months. In the opinion of Miller tire men, failure to properly align the wheels is responsible for the premature scrapping of tens of thousands of tires. Wheels of new cars require less toiling in than the wheels of cars already limbered up.

CARS INCREASE PROFITS.

"We have demonstrated that each salesman's sales increase from 40 per cent to 100 per cent as soon as he begins to operate a motor car," writes E. D. Voisin, general sales manager of the H. D. Lee Mercantile Company, in a recent issue of System.

"This is because he makes from six to eight towns a day where he formerly made from one to four, and it gives him the additional advantage of being able to carry along with him a quantity of advertising matter which he can place to the best advantage at strategic points."

WARNS MOTORISTS IN PREPARING TRIPS

Care of Machine and Equipment of Great Importance, Says Auto Dealer.

July marks the high tide of the touring season and is the great vacation month as well," says Joe Trew of the Trew Motor Company.

"In case you are about to embark upon an auto trip of any length be sure that you are 'all set' before you go," he cautions.

"First of all, be sure your car is mechanically right. We do not mean that your car should have a general overhauling before starting, but if there has been any little noticeable (not imaginary) irregularities existing, consult a good mechanic."

"Don't judge the condition of your car by the mileage it has covered. The number of miles registered on the speedometer of some cars may show a five hundred century mark, yet be in far better mechanical condition than some showing 50 or 70 per cent less."

Careful Lubrication.

"Careful and systematic lubrication is always necessary, but be sure your car is well lubricated before starting on your trip. Be guided in the lubrication of your car by the lubricating chart in your car's manual. Don't overlook a single point of lubrication shown on the chart. It appears to be common practice to lubricate what seems to be the most important places, ignoring the balance. You might get by with this during town or short distance driving, but by no means take chances when touring. You cannot foretell what might happen if a brake shaft sticks or a steering connecting rod runs dry. The old saying, 'if a job is worth doing, it is worth doing well,' surely applies in the lubrication of your car."

"Tires are usually the bugbear of an extended auto trip. Your car should be equipped with the best tires

in your possession, the poorer tires to be used as spares. Keep your tires inflated according to the recommendations of the manufacturers. Don't run on partly inflated tires. This breaks the casing and the increased friction generates more heat. For proof of this place your hand on a properly inflated tire and on one under-inflated after a drive of fifteen miles or more and note the difference.

Extras to Be Taken.

"It would not be possible to even attempt to suggest what should be taken other than to be sure your tool and tire-repair kits are complete; also include tire chains, mud or sand boots that can be easily applied. Since the average auto jack is made small and compact for ease in storing, and the base is too small to be of much use in sand or soft roads, would recommend including a hardwood

block, one and a half inches thick and six or eight inches square, to prevent the jack from sinking when attempting to raise the car. It may be found necessary to dig down into the soft road a little for placing the block. If the jack does not go under the axle as would happen with a flat tire."



Dependable
Champions
For Every Engine Everywhere

Give
Motoring
Comfort



Type for Ford
Champion X... now 60c
Champion Regular now 75c

Knowing that your ignition is dependable adds to the pleasure of driving. Champions are a sure source of mind comfort. Ask your dealer to sell you a full set.

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The Ring That Seals The Cylinder

And seals it compression tight. An oil groove that insures perfect lubrication and creates a positive barrier against oil working through into the combustion chamber. Here's a million plus and the cost is only 50 cents all sizes.

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Every sale is backed by the substantial Guarantee of 30 years' successful trading in Washington. These prices are "sledge-hammer" arguments to you to put GOOD TIRES on your car and ride in safety.

Montford	Cords	Very Special
30x3 1/2	\$13.68	Guaranteed Firsts
32x3 1/2	\$19.38	FIRESTONE
31x4s-s	\$21.85	CORDS \$13.65
32x4	\$24.34	30x3 1/2
33x4	\$25.17	DIAMOND
34x4	\$26.17	FIRSTS \$8.35
32x4 1/2	\$31.99	More Leaders
33x4 1/2	\$32.85	30x3 \$5.95
34x4 1/2	\$33.60	30x3 1/2 \$6.88
35x4 1/2	\$34.62	32x3 1/2 \$8.75
36x4 1/2	\$35.35	31x4 \$11.78
33x5	\$39.95	32x4 \$12.85
35x5	\$42.85	33x4 \$13.38
		34x4 \$13.89

CHAS. E. MILLER, Inc.

812 14th St.

4 Doors North of H St.

What Water Does for Batteries

Not too much or too little—but just the right quantity of water ought to be kept in your battery all the time.

The water does two things: it keeps the battery solution over the tops of the plates so that the whole plate surface is used; and it gives proper strength of solution.

Don't hesitate to ask us for water service even if yours isn't a Willard Battery. The Willard Standards of Service are the same for every make.

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Standard Service Station

5th and R Sts. N.W. North 9481

Brookland Garage

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MAIN STATION

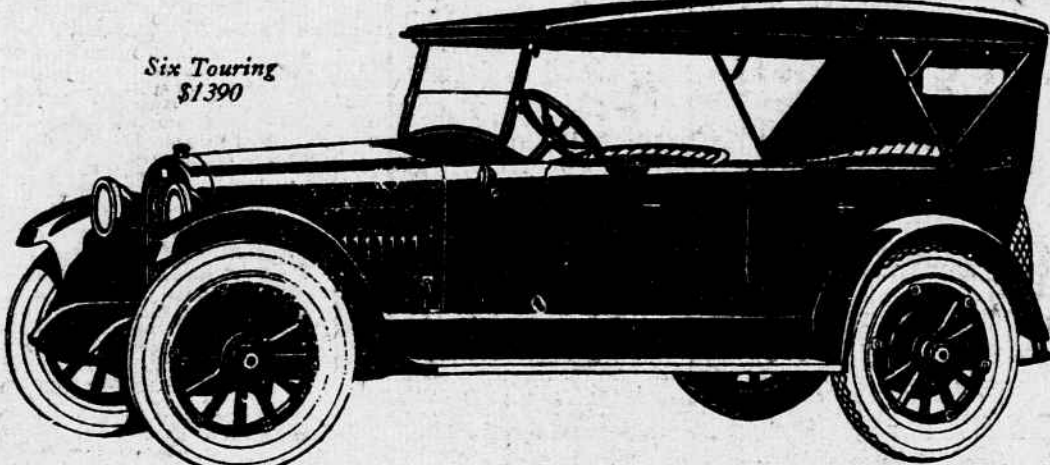
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1621-23 L St. N.W.
Main 180

Nash Leads the World in Motor Car Value

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\$1390



In every conceivable circumstance you will find the Nash precisely what it was built to be—a sound, enduring, efficient, economical motor car. These are the qualities

that are influencing sales to such an extent that all our capacities for production have been overwhelmed and new additions to our manufacturing facilities made necessary.

FOURS and SIXES

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LIGHTNING MOTOR FUEL

Going over the list of motoring evils it has conquered and touching only the high spots, we find that it eliminates all carbon knocking and trouble; urges a prompt start and permits quick pick-ups; it produces a power that defies the steepest hills, etc., etc., etc. Last but not least, a 25 to 35 per cent increase in mileage and you know what that means to motorists—"More Mileage—More Smileage." Filling stations all over Washington are LIGHTNING Homes—drive up to the nearest one for liquid proof of the above statements.

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